

# CPO Selectees Reach New Heights

By MCCS(SW/AW) JON ANNIS  
*Penny Press staff*

Lincoln chief petty officer selectees conquered a formidable obstacle in their progress toward advancement when they climbed mile-high Mt. Pilchuck in the Cascade Mountain Range Friday.

The clear, sunny skies over the exposed granite summit of the 5,324-foot mountain provided commanding views, from Washington’s Puget Sound to the distant snow-covered peaks of Mt. Baker and Mt. Rainier, and was an important milestone in the selectee’s progress to the top of the Navy’s enlisted ranks.

“I surprised myself,” said Storekeeper 1<sup>st</sup> Class (SW/AW/SS) Richard Ward from the ship’s Safety Department. “I didn’t think I could do it, and couldn’t have done it on my own. It makes a big difference when you have your peers working together and pushing you to reach the same goal.”

Some of the ship’s 40 selectees have had to modify their physical training, especially prolonged runs, but all who participated in the three-hour hike also completed it. The steep, 90-minute hike not only challenged the selectees’ aerobic fitness level, but also risk management, coordination and planning, motivation and pride.

Information Technician 1<sup>st</sup> (SW/AW) Felix Jones of Combat Systems said he enjoyed the feeling of accomplishment as he looked out over the city of Everett. “I’m a city person and don’t really hike so this was all new to me; but it feels great to do new



Photo by MCCS (SW/AW) Jon Annis

) Lincoln chief petty officer selectees and their sponsors pause at the 5,324 foot summit of Mt. Pilchuck after completing a 90-minute hike.

things with your friends,” he said.

“We have accomplished a lot in the last month, and still have a ways to go, but we’re getting there one step at a time,” Jones said.

“The hike went very well; everyone made it safely” said Senior Chief Intelligence Specialist Scott Moffatt of Operations Department, who also made the hike and is coordinating this year’s CPO transition

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# Communication Skills Vital to Leadership

By FLTCM(SS/SW) R. D. WEST  
*Special to the Penny Press*

Hoo-yah, Warriors! While I’ve been out pounding the deckplates, I’ve had the privilege of watching many of our Prospective Chief Petty Officer’s prepare

themselves to be members of the Chief Petty Officer Mess.

I can’t help but be impressed about the quality of these future leaders, and how the mix of tradition and training is helping them become Chiefs.

So with that in mind, I’m going to use this column to address these new young

firebrands with a few thoughts on what I consider to be one of the fundamentals of CPO leadership. And if it rubs off on anyone else, then all the better!

So how do you lead? There are as many styles and tactics as there are lead-

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# Commentary

## Wicker Man Has Questions, Not Enough Answers

By MC2(SW) DAN CLEARY  
Penny Press staff

*Editors Note - With USS Abraham Lincoln (CVN 72) pulling into the drydock for the next couple of months, Abe Sailors will have more free time than they are used to having in the recent past.*

*So, to keep Abe Sailors from wasting their time and money, we sent MC2(SW) Daniel Cleary to the movies to filter out the movies that are 'must see' or 'avoid like the plague.'*

Hello moviegoers! This week's movie is the suspense/thriller Wicker Man starring Nicholas Cage.

The movie starts with Edward Malus, Nicholas Cage's character, receiving a letter from an old girlfriend asking him to help find her missing daughter, Willow.

Edward Malus's search takes him to the secluded island of Summerisle, an isolated farming island where the bulk of the population is female.

His investigation is going nowhere with mixed information and lies from the islanders. Everybody seems to think that the girl is dead, but Edward keeps seeing glimpses of the girl everywhere, but never long enough to catch her. Is he chasing a

ghost? Do the islanders have a dark secret they don't want revealed?

There were two main selling points to this movie that made me want to go see it. First, it's a remake of a 70's classic. Remakes are either really good or really bad. For example, the remake of Charlie and the Chocolate Factory was a good remake, and the remake of The Honey-mooners was incredibly bad.

Second, it's got Nicholas Cage in it. The guy usually makes good movies such as The Weather Man and Lord of War. Nicholas Cage's dry sense of humor usually make any movie good.

Both selling points failed me on this movie. Mainly, I thought the movie was boring and kind of vague. When a bunch of weird stuff happens in a movie and they

don't explain any of it. The movie was so vague that I started to think about what I was going to do after the movie, during the movie

That sums up the first hour and 20 minutes of this movie. The only redeeming factor for this movie is the ending. I'm not going to give it away, but it's pretty cool.

Overall, I'd see it if I wasn't paying for it, or if I had nothing better to do.

But, if you want to see the movie to form your own opinion, then go by Morale Welfare and Recreation's (MWR) office on the barge and buy your discounted movie tickets for five dollars.

Their tickets are good for Regal and AMC/Lowes and are good for new releases and older movies in the theatre.

Overall, The Wicker Man scored two-and-a-half out of five Dano's.



All officers and chiefs must be personally involved in assigning, observing, checking, correcting and instructing during Happy Hour.



### September 8, 1958

Lt. R. H. Tabor, wearing a Navy-developed pressure suit, completes a 72-hour simulated flight at altitudes as high as 139,000 feet. It was another step in the development of the Navy spacesuit, which NASA accepted in 1959 for use by Mercury astronauts.

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# News

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ers. Some work really well; others not so much.

But I think that there's one element in virtually all successful leadership styles that we not only as a Chiefs' Mess, but as a Navy need to take a hard look at.

And that is communication.

Folks, after all my years of working with Sailors and junior officers, there's no doubt in my mind that the cornerstone of good leadership is communication.

If you are a leader, you are ALWAYS talking with your chain of command -- up and down. Communication and leadership are so tightly intertwined, they are inseparable.

A good chief is going to be making sure his or her LPO is clued in on just about everything. That LPO will know the "whats" and "why fors" and should be making sure the word gets passed down to the division. The Chief is also making sure the division officer is getting the word

passed too.

Poor communication is a killer to both morale and mission accomplishment and here's how I know.

As the Pacific Fleet Master Chief, I get the results of quality of life, retention, and a host of other surveys. They all say our sailors want us to communicate better.

The most recent ARGUS survey coming from BUPERS listed the top 10 reasons our Sailors use when leaving the service. Reason Number Six for this year was communication within the command.

This is completely within our control, yet it has moved steadily up the list over time. Morale and command climate were Reasons Four and Five -- things that communication profoundly affects.

So our Navy is losing some great talent because we are not using the simple and time-proven tactic of talking to the folks who work for us.

It's a fact that people who don't know or understand what or why they are doing

something will get frustrated and move on.

Because Sailors don't understand the mission, they don't have any ownership in it, and they don't get the plan behind the mission. This means our people have no stake in it. Without buy-in from the people we lead, we have trouble meeting the mission.

We've all served at commands where it seemed that the only time we heard about anything was at Quarters. After that, scuttlebutt was the communicator, and we all know how well that works.

If this is your situation, you need to take action now or your Sailors and junior officers will stay disillusioned and confused.



## CPO

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for Lincoln.

"This hike is just one of the ways we use to show the selectees that they can accomplish anything they put their minds to," Mofatt said. "Whether they know it or not, they are learning a lot in the short amount of time we have to complete the transition."

The supervised, six-week transition "season" includes formal classroom training as well as community service, networking, and team-building challenges such as the climb, to begin the process of molding petty officers into the Navy's senior enlisted leadership.

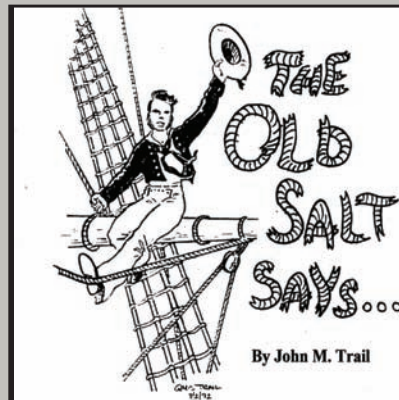
Lincoln recently completed a five-month deployment to the Western Pacific. The soon-to-be chief petty officers were notified of their selections in the last week of deployment, and have been working steadily to complete their transition throughout the ship's post-deployment "stand down." Lincoln is currently in drydock at Bremerton Naval Shipyard undergoing routine repair and maintenance.

Mt. Pilchuck is the western-most of the Cascade mountains. The three-mile trail to the summit shelter rises over 2,200 feet, much of it over loose and exposed rock, and is rated "strenuous" by the U.S. Forest Service, which manages the trailhead.

## Poop Deck

The word "Poop deck" is derived from the Latin word "pupis" which basically meant "a statue of a god or deity." Starting in pre-Roman days, Sailors when boarding their ship would bow in obedience to the statue of their god or gods mounted on the after deck near the stern. These gods were usually sea deities which the Sailors worshiped for a safe voyage.

The Sailors over the centuries became used to calling the deck where the statue was the pupis deck even after the statues had been replaced by flags. As time went by the words were corrupted into "poop deck" which is still in use today.





# Final Words



## Shipmates

*The strength of a warship lies in the hearts and hands of its crew*



Photo By MCSN James R. Evans

USS Abraham Lincoln (CVN-72)'s crew is addressed by Captain C.A. McCawley, Lincoln's commanding officer, during a captain's call on the ship's flight deck before the last holiday weekend of summer.

## Editor's Top 10

### Things to do on the Everett/Bremerton ferries or buses...

10. Study your rating manual, which is tattooed on the inside of your eyelids.
9. Imagine what it would feel like to be stung in the heart by a stingray.
8. Wonder if there are any apartments left in Bremerton.
7. Come up with something to do besides playing Tetris once they take away your camera phone in the shipyard.
6. Figure out how those #@%\$#\$% on the Stennis are to blame for everything.
5. Buy food at a 200% mark-up.
4. Think of new ways to communicate that don't require the ship's LAN.
3. Practice donning your PPE.
2. Invent your own language.
1. Come up with a new way to get the ship into the drydock.



PHOTO BY SKC(SW/AW/SS) RICHARD WARD

### AS3 John Phan



### USS Abraham Lincoln Safety Department's

## Safety Sailor of the Week

While sanding a aircraft towbar, AS3 John Phan of AIMD's IM-4 division ensured his safety by wearing PPE (safety goggles, respirator, nitrile gloves and hearing protection).